

The Hongkong Telegraph.

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WEDNESDAY, JULY 5 1911. 三拜禮 號五月七英港香

\$30 PER ANNUM.
SINGLES COPY 10 CENTS.

SPECIAL TELEGRAMS.

A SHIPPING COMBINE.

"SHIRE" LINE ACQUIRED.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 4, 11.30 p.m.

The Royal Mail Steam Packet Company has acquired the "Shire" Line of steamships.

REUTER'S TELEGRAMS.

THE DECLARATION OF LONDON.

APPROVED BY COMMONS.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 9.20 a.m.

In the debate in the House of Commons on the second reading of the Naval Prize Bill, the Right Hon. A. J. Balfour said:—If we are at war and the enemy interferes with neutrals bringing us food he will probably bring down the interference of the neutral Powers and that would be to our advantage; but, that if the Declaration were ratified, the neutral Powers would remain passive and await the decision of the international Prize Court. I contend that if we were at war with a great continental Power, there is only one great neutral interested in the supply of food to us and with a fleet to interfere which would likely be of use to us, and that is the United States. We have no right to speculate upon the action of the United States. It is for them to make their own view of the Declaration. What their policy may be is for them to say. We have no right to expect that they, without the Declaration, will take a more extreme line against the sinking of neutrals than they will after the Declaration is passed (Ministerial cheers). We must bear in mind that the United States is not a reluctant party to the signing of the Declaration.

SIR EDWARD GREY'S VIEWS.

The Right Hon. Sir Edward Grey, Secretary of State for

REUTER'S TELEGRAMS.

Foreign Affairs, said in his reply that he had no reason to complain of the attitude of the official opposition, but in general opposition the Declaration had been the subject of a gross amount of misstatement and misrepresentation. Mr. Balfour and other Opposition members came rather late into the consideration of the question, and the result was their attention, coming upon.

ALL THE CRITICISM

that had been devoted to these things, became focussed and concentrated on what was not really the most important points.

Mr. Balfour never mentioned the central point of the whole matter from a neutral standpoint, namely the effect of the Declaration on our rights of blockade when we were belligerents. Another thing which introduces confusion is the attempt to dovetail with each other, as Mr. Balfour did with effect, upon the belligerent questions which must be clearly separated. I deal with the question of neutrals briefly, continued Sir Edward, because I am convinced, if we can prove we gain as belligerents, the Opposition case against the Declaration must drop.

Now, continued Sir Edward, comes the question of how the Declaration will affect us

AS BELLIGERENTS.

Does it really increase the risk of interference with our food?

A great point in favour of the Declaration from a naval viewpoint is that with regard to blockades. If we got an agreement diminishing the risk of interference with our action as belligerents, the prospect of this would become a very serious question unless the agreement is reached pretty soon.

I lay down a broad proposition that if we can keep the sea free for the British flag in time of war, we can also keep it free for neutrals in time of war. If the British flag is driven from the sea we cannot be saved from starvation by the dependence of neutrals.

REUTER'S TELEGRAMS.

I contend that, without the Declaration, you revert to a risk of the food being declared absolute contraband. If the Declaration is ratified there will be three points in favour of the insurer. Now the non-existent insurer will know that food cannot legally be treated as absolute contraband; that doctrine of continuous voyage cannot lawfully be applied that, if cargo is illegally seized, compensation can be claimed at an unbiased international court. This must have a favourable effect on the conveyance of food to us.

IN TIME OF WAR.

Proceeding the Foreign Minister said:—As neutrals I am convinced we gain. Take the question of sinking vessels. The late Government left us to claim compensation for vessels sunk despite their protests, and there was no remedy whatsoever, except in Russian Prize Courts. We did not get compensation precisely because the courts upheld the principle of sinking.

Then came the Hague Conference, where the majority of the Powers were against a rule prohibiting sinking. When we came to the Declaration of London, the United States, which supported us at The Hague itself put in as its own view that under restricted conditions sinking was allowable. After that, what was the use of trying to proceed further in securing international law that in no circumstances should sinking be allowed?

CHAMBERS OF COMMERCE bombarded the late Government to give some free list. They were able, now they were in office, to give a much more satisfactory answer, under the Declaration of London.

Surely we have much more chance before the International Prize Court with a majority of neutrals than we can have in a Prize Court, with a belligerent who is the judge in his own court. They were actively the consenting party. Throughout, they

REUTER'S TELEGRAMS.

have taken a deep interest in the prompt establishment of a Prize Court, and have always regarded the acceptance of the Declaration as essential to the establishment of the successful working of such court. It is untrue that the United States would regard the failure of the Prize Court and Declaration with satisfaction or indifference. The United States is at least as anxious to ratify the Declaration as the continental Powers, and it is not to be regarded as a question of continental Powers against Great Britain.

IN CASE OF FAILURE.

Supposing the Declaration and Prize Court convention failed, that it never came into existence, that it was never ratified because at the last moment we refused to ratify, what is the probable course of events?

We are at war with a continental Power. That power will know perfectly well that the United States and itself were agreed under the Declaration of London regarding the rules of maritime war.

Sir Edward went on to say with regard to the sinking of neutrals that the only change the Declaration makes is that if our enemy sinks a neutral coming to us, he will have to prove that it was a case of emergency before the International Court, upon which he will have only one representative. That fact will not make easier for him to prove emergency.

Continuing, the Foreign Minister said: The probable consequence is that our continental enemy, knowing the risk and desiring to avoid danger of friction with the United States as a great maritime neutral interested in

OUR FOOD SUPPLY.

would propose to the United States that each agree at the outbreak of war to accept the rules of the Declaration as those which should regulate their relations and would be prepared to refer to arbitration any question arising

REUTER'S TELEGRAMS.

between them regarding the Declaration.

We should not be better off in that case than if we ratified the Declaration. Indeed, if it was owing to us that the Declaration was not ratified, we would be worse off because we would not be entitled to appear in any of its articles; moreover, it would not follow that the United States or any other neutral should concede to us what we gain under the Declaration regarding the rights or blockade. This is the most important point. Conditions are changed from the old days of unrestricted action. Your two-Power or three-Power standard is no longer going to be a world-Power standard. That is due to the growth of fleets generally and the risk of neutrals interfering with belligerents.

We will never bring a continental enemy to his knees by dealing in contraband alone, for he makes his own munitions and is able to get supplies overland. What is the particular weapon we wish to retain unimpaired, wherewith we wish neutrals not to interfere in time of war? It is the blockade.

As the world's fleets have been growing it has been becoming more important to us, in order that we should not be crippled when we are belligerents, to make sure that neutrals do not interfere with what we regard as essential to an effective right to blockade.

Now, honourable members perhaps realise why the two naval delegates signed the report. Hitherto, there have been divergent views on the subject of the blockade. The Continental view would hamper us very much. We got under the Declaration an agreement that the right to blockade would be an elastic and not a fixed right. We secured conditions which, in the opinion of the Admiralty, were essential to an effective use of the right to blockade (Ministerial cheers).

COMMISSION OF EXPERTS. I have never seen any evidence that any of the much quoted Admirals consider the increasing de-

REUTER'S TELEGRAMS.

pendence of belligerents upon the assent of neutrals, or upon the greater tendency to put restriction upon belligerent action which no one fleet can resist. When we asked to appoint a commission of experts—I say we dealt with the question of blockade from the viewpoint of high policy—we were not going to devolve the responsibility upon any commission of experts (Ministerial cheers).

Regarding the conversion of merchantmen as belligerents we are not affected; we shall continue to do our best to destroy them all. Vessels so convertible are known and therefore the matter is not so important to us as might be supposed.

By declining to ratify you obstruct a really genuine desire of the other great Powers to come to some agreement and take a step in the direction of setting the world against you. I have little doubt the Declaration would remain and be regarded by the Powers as a sort of rule of international law which they mean to observe themselves, and we would be left outside. We do not want to be left outside this international agreement. It is perfectly safe for us to enter it.

NO DIVISION.

London, July 4, 1.20 p.m.

The House of Commons did not divide on the second reading of the Naval Prize Bill, which was passed thus assenting to the ratification of the Declaration of London.

Sir Edward Grey and Mr. H. H. Asquith, the Premier, made powerful speeches accepting the responsibility of the Declaration, as in the highest interest of the peace of the world, and British maritime supremacy.

The House previously defeated by 301 votes to 231, an amendment of Mr. S. H. Butcher, member for Cambridge University, which Mr. Balfour supported, demanding that the Declaration should be submitted to a commission of experts, before the Bill be proceeded with. The division figures were greeted with Opposition cheers, and some cries of "Traitors" and "Grabs" of the people's food."

CHINESE TELEGRAMS.

LIANG TUN YEN.

ARRIVAL AT PEKING.

[("SHUNG PO" SERVICE)]

Peking, July 4.

H.E. Liang Tun Yen, the newly appointed Minister of Foreign Affairs, has telegraphed to the Ministry of Foreign Affairs stating that he will arrive at Peking at the end of the month.

RAILWAY AFFAIRS.

[("SHUNG PO" SERVICE)]

Peking, July 4.

The Superintendent of the Shanghai-Nanking railway has telegraphed to the Ministry of Communications requesting the Ministry to link up his railway with the Tientsin-Nanking railway.

CHINESE IN MEXICO.

COMPENSATION OFFERED.

[("SHUNG PO" SERVICE)]

Peking, July 4.

The Chinese Minister at Washington has telegraphed to the new Cabinet stating that the Mexican Government is willing to pay a compensation of \$2,000,000 for the loss of lives and properties of the Chinese resident in Mexico during the last revolt.

The Minister said, in the telegram that he is still negotiating with the Mexican Government about the matter.

PRINCE CHING'S ILLNESS.

[("SHAT PO" SERVICE)]

Peking, July 4.

Prince Ching is suffering from a severe cold and in consequence he is unable to attend state affairs.

FOREIGN TROOPS IN PEKING.

TO BE WITHDRAWN.

[("SHAT PO" SERVICE)]

Peking, July 4.

The new Cabinet has requested the foreign ministers in Peking to withdraw all the foreign troops stationed in the Capital.

RAILWAY CONSTRUCTION.

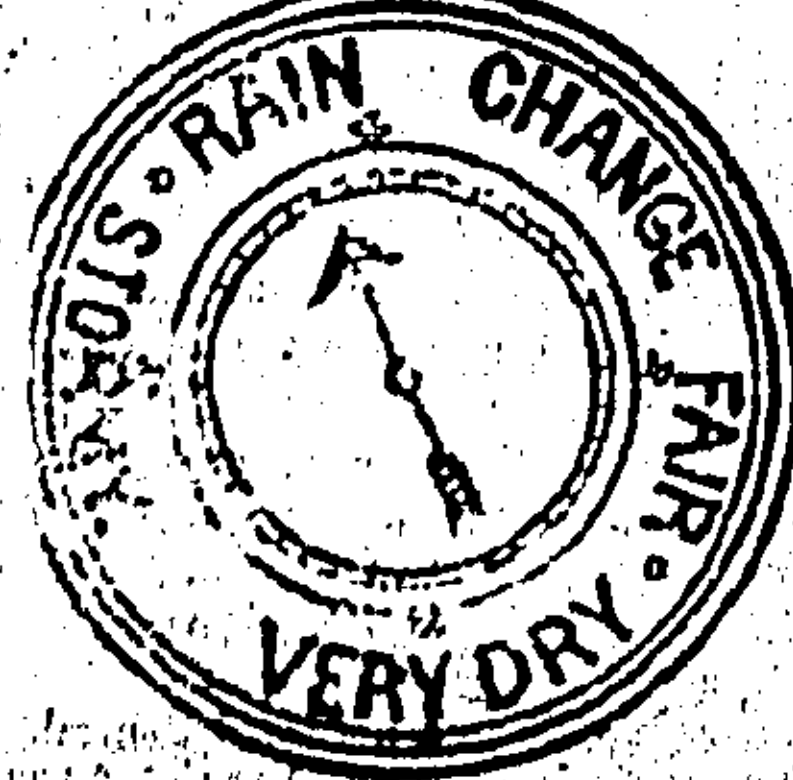
RUSSO-CHINESE CAPITAL.

[("SHAT PO" SERVICE)]

Peking, July 4.

The Ministry of Communications intends to construct a railway with Russo-Chinese capital at a cost of \$5,000,000, from Vladivostok to the branch line of the Tientsin railway.

The Weather Forecast.



TAIPIING RUBBER
ESTATES, LD.

The annual ordinary general meeting of the Taiping Rubber Estates, Ltd. was held in the rooms of the Shanghai General Chamber of Commerce on the 28th ultimo beginning at 4 o'clock. Mr. B. A. Clarke who presided made a report, showing that the Estate had made good progress during the year and was steadily increasing its output. He then introduced a resolution proposing that the meeting be adjourned until some time in January to be fixed by the Directors. This resolution was seconded by Mr. J. Frost and unanimously carried. Besides Messrs. Clarke and Frost there were shareholders representing 135,350 shares present when the meeting was called to order at about five minutes after 4. The Secretary having read the minutes of the previous meeting the Chairman said:

Gentlemen,—This Meeting is the annual ordinary general meeting of the Company and is called during the month of June in accordance with Clause 52 of the Articles of Association which provides that every such meeting shall "if no other time is prescribed—in General Meeting" be called in the month of May or June in every year. As no other times have been prescribed at a general meeting we have to hold this meeting now. The business transacted at these ordinary meetings, as you know, to receive and consider accounts and reports of Directors and Auditors, to elect directors in the place of those retiring by rotation and generally to do all general business which ought to be done at such meetings.

According to the Articles of Association, Clause 120, September 30 is the date for closing the financial year, the intention being that an interval of some 6 months should be allowed between the closing of the financial year and the General Meeting. As the period from June 1910 to September 1910 was too short and in fact the Company had hardly got to work during this period, it is obviously better to make the first financial year take in the period from the start of the Company's working until September 30 next instead of submitting accounts for the short period ending on Sept. 30 last. It is therefore my intention to propose a resolution that this meeting shall be adjourned until a date to be fixed by the Board in the month of January next.

"Though we have no accounts to place before you to-day I should like to mention that the work on the Estate has been going on very satisfactorily under the management of Mr. Webster, whom your Directors thought it as well to send down to the Estate, for many reasons, so that we would have somebody there who was conversant with all the wishes of the Directors relative to the working of the Estate and who was also interested in its future welfare.

"The output of Rubber, as you may have learnt from the monthly notices in the paper, has been steadily increasing month by month and though it is not yet up to what we hope shortly it will be.

"Mr. Webster considers that it is better to proceed slowly with the tapping of the trees, rather than increase the output rapidly, and to give the trees their full growth before commencing to tap, as he believes that many trees are injured for future production by being tapped before they are fully matured.

"The sales which have been made in London of the shipments

sent forward have proved that the rubber is of very good quality, as the prices obtained have been very satisfactory.

"This Company, as well as many others, has suffered to a certain extent from want of sufficient funds for working Capital, but your Directors are now negotiating for a small loan to complete everything which is required in connection with the working of the Estate and consequently I hope when we come to place the accounts for the year before you that they will prove that Mr. Webster's management has been sound as well as economical and that they will meet with your approval and satisfaction.

"I am also pleased to state that Mr. Webster finds those who are working under him doing their work well and evidently taking a considerable interest in bringing the estate into first class working order. He has had no trouble with labour, owing to the close proximity of the Estate to Taiping and also the health of the coolies has been quite good.

"The accounts, as I previously mentioned, will cover the whole period from the taking over of the Estate until September 30 next and the resolution which I will propose is as follows:—

"That this meeting be adjourned until such day during the month of January as may be fixed by the directors and duly notified to the shareholders and that subsequent ordinary General Meetings shall be held in the month of January in every year."

"I may mention that the month of January is selected because it is the earliest time by which we can get the accounts ready after closing the financial year at the end of September."

Mr. J. Frost seconded the resolution, which was carried unanimously and the proceedings then terminated.

JAPANESE STATESMAN'S
CRITICISM.

A Japanese statesman who does not regard Japan as a first-class Power strikes one as an anomaly, and Mr. Itakura's reason for his view only adds to its strangeness. In a military way, he grants, his country may claim to be among the leaders, but in other respects he thinks she should be placed among second or even third-class states. A combination between Japan and England he terms a union of a lantern and a bell, that is, one-sided alliance. The daily life of lower-class Japanese, as shown at the recent Anglo-Japanese Exhibition in London, he points out, highly astonished those who had known only the bright side of Japan, pictured by Chamberlain and Hearn. Whence he concludes that, with trouble with Russia removed regarding Persia, Afghanistan, and Tibet, Great Britain will not care to renew the alliance in 1915. If Mr. Itakura speaks for any large section of his countrymen, he reveals a trait that is more valuable than the possession of large armaments. That, in the face of the world adulation which they have received, the Japanese should not have lost the keen self-criticism that first enabled them to achieve greatness, is the guarantee of further achievement.—"N. Y. Evening Post."

It is stated that the United States Government is proposing Oct. 1 to the interested Powers as the date for the International Opium Conference at The Hague.

FOREIGN NEWS ITEMS.

Ancona.

An archaeological discovery of exceptional importance has been made on the Monte della Cressia, near Ancona. In a tomb of the Gallic period, many gold and silver objects have been found. Professor Ferrero and Professor dell'Ossa express the opinion that the objects belong to the time of Brennus and that they probably represent the ransom which the Romans paid to Brennus, B.C. 390, to be delivered from the army of the Gauls which sacked Rome.

France.

The Paris "Journal" publishes a telegram from Dunkirk stating that recently 100 men of the coast defence force, who are dissatisfied with some modifications of the regulations, refused to do certain work, in spite of the intervention of the officer commanding the flotilla, and that an hour later the men rejoined their torpedo-boats.

Holland.

It is now announced that the French President, M. Fallieres, will proceed on the promised official visit to Holland on July 3rd, and that the visit will extend until the 5th.

Switzerland.

The construction is about to be commenced of the electric railway from Locarno to Domodossola, the contract having just been signed at Rome. It is expected that the line will be finished towards the end of 1913. The new line will connect the Simplon and St. Gotthard.

Italy.

King Victor and Queen Helena are leaving Sicily to-day on their return to Rome, after a stay which has been notable throughout for the cordiality of the welcome given to their Majesties by the people.

Their Majesties' return is, of course, for the great festival on Sunday, on the occasion of the monument to King Victor Emmanuel II., which is to be marked by full State ceremonial. In the afternoon the King and Queen will inaugurate the Victor Emmanuel Memorial Bridge.

Portugal.

Information has been received by the Portuguese Government from Washington to the effect that there is reason for believing that ex-President Castro of Venezuela is now residing in cognito in Lisbon, where he is understood to be attempting to obtain financial assistance with a view to his returning to Venezuela.

Castro is said to have chartered a steamer which is to pick him up at some point along the Portuguese coast; but the United States Government is determined to prevent his landing again in Venezuela, and has asked the Lisbon authorities to investigate the matter and to keep a careful watch on the ex-President's movements in the event of his being found in Lisbon.

Hungary.

The "Lokalanzeiger's" Budapest correspondent states that enormous damage has been caused by the floods in Hungary. Rivers are in several parts of the country overflowing their banks, as a result of the heavy rainfall, and in Budapest alone some 1,500 houses have been partially flooded, many of them being in such a condition that their collapse appears imminent.

The inmates have in most cases fled panic-stricken and are without shelter.

TO KEEP THE PEACE.

In Canton.

(The "Telegraph" Correspondent.)

Canton, July 3.

Since the revolt in Canton, there has been great consternation among the people in Nanning, and uneasiness in the minds of the local authorities. Day and night the soldiers are on patrol duty as if trouble may be anticipated at any moment. The city gates are closed before sunset, and no person is allowed to go in or out in the night time. A foreign naval craft has suddenly arrived at, and is anchored off Nan Ning. The appearance of the foreign vessel has caused much surprise and alarm among the people.

A certain consul there has asked the Taotai for the temporary use of the military college. The Taotai is at a loss to know what to do, and has telegraphed for the return to Nanning of General Luk who is at present in Loong Chow. The Taotai will consult on the matter with the General before giving a reply to the consul.

THE TEA DUTY.

Mr. George Lloyd, M.P., writing to the newspapers respecting the amendment moved in the House of Commons to reduce the duty on Imperial grown tea, remarks:—

One of the chief objections in the eyes of the Chancellor of the Duchy to such a reduction is, according to his own words, that you would "offend China" and open the door for China to retaliate upon us. It appears, therefore, that the Government are prevented from taking this admittedly beneficial course through fear of retaliation on the part of China. Can Mr. Pease's reasoning carry him a little further and show him if such be the effect upon the British Government's attitude, how much more would China or other foreign nations be prevented from imposing differential duties against British trade if they were made subject to the same fear? Perhaps the Chancellor of the Duchy might think this out.

A NEW METHOD OF
IDENTIFICATION!

Bites Off Hold-Up Man's Ear.

Omaha.—Arrested as a suspicious character by a policeman who found him on the street with blood flowing from where his right ear should have been, Nicholas Levata was confronted at the police station at midnight by Louis Guida, who held in his hand the missing ear. Levata had levelled a gun at Guida two hours earlier, with a command to throw up his hands. Instead Guida grappled his assailant, wrested the gun from him, bit off the ear and as he started to run fired, inflicting a slight wound. Levata has been identified as the author of several similar hold-ups within the last few weeks.

DON'T FORGET.

Wednesday, 5th July.

Hippodrome Circus opens (weather permitting.)

Victoria Cinematograph, 9.15 p.m.

Bijou Cinematograph, 9.15 p.m.

Saturday, 8th July.

Gymkhana Meeting, 3.30 p.m.

Extraordinary General Meeting, Geo. Fenwick and Company, Hongkong Hotel, at noon.

Saturday, 15th July.

National Bank of China, meeting at St. George's Building, 12.30 p.m.

Kowloon Tennis Finals. American Independence Day.

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CORRECT SPEAKING AND
WRITING.

"Had Rather" and "Had Better."

For many years zealous advocates of good usage have been indignantly denouncing the expressions "had rather" and "had better" as atrocious examples of incorrect English; and for many times those many years our best writers have been placidly using these vigorous idioms without apparent regard for the opposing academic authority. One well-known purist so far permitted his prejudice to triumph over his discretion as to call "had rather" and "had better" absurdities that are no less gross than "hien," "baint," "chein," and similar deformed expressions. It is but fair to explain that this extreme condemnation was uttered a generation ago; contemporary critics are usually more guarded in their assaults upon popular phrases.

The chief point of the grammarian is voiced in the objection that these expressions cannot be parsed. "Had rather" and "had better" share this fault with other English idioms. It is frankly admitted that we are using a past form to express future action. What of that? How many of our terse idiomatic phrases are the product of the grammarian's workshop? The late Hammond Lamont in discussing a group of idioms that included "had rather" and "had better" wrote: "In certain constructions words acquire a curious twist of meaning, and the grammatical relations may violate ordinary rules. When these irregular turns of phrase become national and reputable they are—rules or no rules—as proper as proper can be. Indeed, these homely, racy idioms are the best kind of English, for they substitute for stiff formality the ease and vigour of popular speech."

As early as the fifteenth century "had rather" and "had better" were evolved after the analogy of "to have liefer" and "to have lieber" from earlier expressions of unquestioned authority. They are found in the popular ballads and in the more formal literature. Illustrations can be cited from Shakespeare, as well as from Sidney, Marlowe, Ben Jonson, and the minor Elizabethan writers. Who can forget Brutus's vigorous question to the Roman mob: "Had you rather Caesar were living and die all slaves, than that Caesar were dead, to live all free men?" Or Portia's startling alternative, when she expresses her opinion of the Neapolitan Prince and the County Palatine who have come as suitors for her hand: "I had rather be married to a death's head with a bone in his mouth, than to either of the two." Portia had evidently no scruples against the use of this idiom, as she employed it again in the same scene, in referring to the Prince of Morocco.

The critics of "had rather" and "had better" are not to be won over by the fact that Addison, Chesterfield, Macaulay, and a host of more recent writers of repute have used these expressions freely. They may even read in their Bible: "I had rather be a door-keeper in the house of my God than to dwell in the tents of wickedness," but for them the words carry no conviction so far as "had rather" is concerned.

Use is not the sole factor in determining good English, but the persistent usage of the best writers over a long period of time presents a serious obstacle to the purist who seeks to assail a particular construction. When a critic attacks a popular idiom that has centuries of usage behind it we are instinctively reminded of the misguided Spanish visionary who charged in full armour at a windmill. Readers of Cervantes will recall that there were no serious consequences to the mill.

Intimations



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SUMMER SCHEDULE.

(Effective from May 1, 1911.)

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Y11.50	Mukden (")	8.00 "	2.05 "	2.30 "	" "	" "
R 0.60	Changchun (")	2.05 "	2.30 "	2.50 "	" "	" "
	(Russian Train)	2.30 "	2.50 "	3.10 a.m.	Mon. Thurs. Sat.	State Ex-press for St. Petersburg

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Y11.50	(S.M.R. Train)	11.20 a.m.	8.35 p.m.	10.30 "	5.10 a.m.	" "	" "
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By Order,

"HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 5th, 1911.

INSANITARY METHODS.

It has been the complaint of many a pressman that his task is like that of Sisyphus, who continually rolled a stone up a hill without making any progress, and we have an example of fruitless effort in the matter of the treatment of garbage, which at certain intervals of the day is allowed to be about the thoroughfares of the City. Several months ago in these columns attention was particularly called to the practice followed by rubbish gatherers in Garden Road, where, as late as eight and half past in the morning, an accumulation of filth is strewn over the road, and sorted, emitting all the time offensive odours which may or may not be deleterious to health. Despite the fact that we held forth on the dangers that such a proceeding was fraught with, no apparent notice was taken, and the practice was continued. It may well have been, that our efforts were not well directed; it may be they were not strong enough, but the fact remains that we, in these columns, drew attention to what we considered to be an evil, in the hope that a word would have been sufficient. As it was not, on Saturday last, we again draw attention to the fact, that the objectionable practice was still continued. Yesterday, in the board room of the Sanitary Department, Mr. Shelton Hooper drew attention to another instance of the same kind. The site of the new nuisance is Observation Place Pier, and the speaker wanted to know if it were done with the knowledge of the sanitary authorities. The reply is most astonishing. In the case mentioned by Mr. Shelton Hooper, it was done with the full knowledge, and on the authority of the Sanitary Department, and moreover with the consent of the Government. As regarded our own complaint, the defence was an expression of surprise by the President of the Board that we had not found it out before. That we of the Press are not as energetic in these matters as our duty to the public demands we must admit; but we will promise the "President" to endeavour in the future, not to be so remiss in our duty with reference to matters sanitary, and hope he will not again be able to say that "his only surprise was that the papers and those connected with them took so long in finding it out." Which elicited from Mr. Hooper the remark:—A long-suffering public, sir. This the President did not refute, merely adding: Quite likely.

As to the case cited yesterday with regard to Observation Place Pier, the only justification put forward is that the refuse had had to be shipped somewhere, and if it were lying about, the coolies were not doing their work properly. We leave that where it stands with the sole remark that it is the duty of the Sanitary Board to see that its instructions are carried out to the letter. In the other matter no attempt at justification is made unless the sanction of the government can make evil, good. The duty of the Sanitary Board is to protect the health of the inhabitants of the place. That they are doing well, it is only just to admit, but there is at times a lack of consistency that weakens our protection. On Saturday we asked three questions about the matter:—Is the Sanitary Department not aware of this practice? Are they moved by a spirit of economy? Are they indifferent? The president answered the first question in the affirmative. The second can be replied to by the statement that there can be no true economy where danger to health is involved, and as regards the third, it seems that a negation is impossible. The Sanitary Board have in their hands the health of over a quarter of a million people, and instead of devoting time to academic discussions as to burial of those baptised on their death beds, they should remember their duty to the living and, "Let the dead bury their dead."

DAY BY DAY.

Man is his own star, and that soul that can be honest, is the only perfect man.

The Hippodrome Circus and Menagerie opens at Causeway Bay to-night.

Last night, quarters at the Garrison School were broken into and about \$140 worth of jewellery stolen.

By the courtesy of the Colonial Secretary, we are informed that Amoy has been declared an infected port, and that Pakhoi has been released.

One case of plague, fatal, occurred during the 24 hours ended at noon yesterday. No case was reported during the 24 hours ended at noon to-day.

The Hanglungkwang bank with branches in this city, Tientsin, Kalgan, Fulin and Shansi, has suspended payment. Its liabilities reach the figure of tael 2,000,000.

Famine has raised its head in Wenchow and the dearth of rice has precipitated a series of riots in which the rioters plundered the rice shops of the city.

Typhoon signals may now be read at the upper Peak Tram Station, where they are hoisted upon an imposing device in front of the engine house.

The dry-dock overhaul of H.M.S. Monmouth having been completed, she has resumed her old berth at the man-of-war anchorage.

A "grab" dredger started work this morning alongside Blake Pier, at the point where one of the big city sewers debouches into the harbour.

At the Calcutta auction yesterday 195 chests of opium were sold for China at 3,400 rupees and 2,620 chests for the Straits, Hongkong and other places at 1,000 rupees.

Mr. Waber (?), an English adventurer, has been taken prisoner by the Turks in Sana, Asia Minor, and, after being subjected to various insults, has been imprisoned at Bodet.

The Harbour.

After the typhoon weather that we have experienced in Hongkong during the past two days, the harbour resumed somewhat of its normal aspect to-day, most of the sampans, junks and launches having emerged from the refuge.

Rear-Admiral Ewart.

Rear-Admiral Ewart, who is well known on the China Station, has been placed on the retired list. He was promoted to flag rank last March, and was last employed in command of a division of special service vessels of the Home Fleet.

Victoria Theatre.

The Australian Husham Trio made their first appearance in Hongkong at the Victoria Theatre last night and got a flattering reception. They are a remarkably clever troupe of variety artists. Some good pictures, too, were shown on the screen.

The New Steam Trawler.

The trawler of the Hongkong and South China Steam Fishery Company, which started on its first trip recently, returned to the port to-day. On account of the stormy weather no catch was made, the vessel, the Hoi Fung, having to take shelter.

Christian Science.

Apocryphal the forthcoming lecture on Christian Science by Mr. W. D. McCracken, M.A., in Hongkong, it may interest our readers to know the rapid strides Christian Science is making in England as well as all over the world. There are over 17 cities in England having Christian Science churches and over 80 different cities and towns where Christian Science services are held. At least 55 of them have recognised branch churches or societies. Twenty years ago there was practically not a person interested in the whole of England.

SANITARY BOARD.

The Burial of Chinese Christians Registrar General's Comment.

A meeting of the Sanitary Board was held yesterday afternoon when the Head of the Sanitary Department presided. Those present included Mr. A. Shelton Hooper, Col. Bedford, Mr. Ng Hou Tse, Dr. F. W. Clark, Medical Officer of Health, The Registrar General, Mr. Brown, and Mr. Bowen Rowlands, the secretary.

Offensive Trade Bye Laws.

The board went into Committee to consider the proposed draft bye laws dealing with the conduct of offensive trades. The president said they had been drafted to deal with a number of new trades that had recently sprung up, such as rag-picking, hair cleaning and feather sorting.

The Burial Question.

A further report of the committee, relative to the interment of the remains of the late Mr. Chou Tung Howo was laid before the board.

The President stated: In company with Mr. Hooper I interviewed the Bishop of Victoria, who promised every assistance in the matter of preventing death-bed baptisms. I think that a more thorough investigation of each case on our part, even if it necessarily involves delaying the funeral, may enable us to ascertain the merits of each case more fully. Should the above means prove insufficient, it will be necessary to define the length of time which we can accept a proof of conversion and the period, say three to five years, should, if required, be fixed by Ordinance. It is proposed to consecrate the Pokfulam Chinese Cemetery. If this is done, it will be as suitable for burials of Christian Chinese as the Colonial Cemetery.

Hon. Mr. Hewitt minuted: The Sanitary Board will, of necessity, only have a few hours in which to consider such cases, and I do not see that anything can be gained by waiting. A ruling should be made on the subject now. In the case of a grown person, a death-bed baptism should not entitle that person to burial in the Colonial Cemetery unless we can be satisfied that for some time prior to death the person had seriously contemplated accepting the Christian religion.

In the case of young children, a death-bed baptism should only be accepted if the parents are Christians.

Strong Criticism.

The Registrar-General said he was dead against any interference in religious matters, and would like to know what authority the Board had to determine whether a man was a Christian. They were questioning the validity of the death-bed baptism, and to his mind they might just as well question the validity of a European baptised when an infant. There were many men buried in the Colonial Cemetery who had no more right of burial in the cemetery than the Chinese. He thought it was a most preposterous thing that the Board should take any notice of religion at all. The only authority they could have was the certificate of a minister of the church. In this case, he took it that they held a baptismal certificate from a clergyman of the Church of England, and they must accept it. If they had any reason later on to question the truthfulness or sincerity of the certificate, then the Board had a right to take it up.

From whom were the Board going to make their investigations? Were they going to question the widow and children? The people who had the right to object were the Christians and they should object through their ministers. He was entirely opposed to the means adopted.

Mr. Hooper's Remonstrance.

Mr. Hooper said he did not wish to enter into any theological discussion, but he would appeal to the Registrar General, as the protector of the Chinese, to approach the subject from a slightly different standpoint. The space at the Colonial Cemetery was small and he would ask why the remaining spaces should be occupied by Chinese when they could be buried in another cemetery. He asked the Registrar General to reflect, and if he approached the subject broadly minded he was sure to be with them.

Replying Mr. Brown said he objected to the board sheltering behind religion. Religion was not at the bottom of the matter. He sympathised with the desire which European Christians had to preserve the cemetery, which had long been looked upon by them as a place for European burial, and he was quite sure that it was possible, with the co-operation of the Chinese, to preserve it more effectively than in the way which was proposed. He was entirely in sympathy with them, but he was opposed to the means at present proposed to carry out the idea.

An Insanitary Nuisance.

At the conclusion of the business, Mr. Hooper said he would like to ask by whose authority the Observation Place Wharf was used for the carting away of rubbish? It was so offensive that tenants in the houses on the Pryn had been complaining. He had since learned that half a cart load of rubbish was left on the wharf that day. He wanted to know whether it was with the knowledge of the Sanitary Department. While on the subject, he would also like to know whether it was true that the same thing had occurred at the bottom of the Lower Tram Station, as they had read in the papers.

The President said the work was done with the full knowledge, in fact with the authority of the Sanitary Board, and with the consent of Government. It was curious that the tenants had been complaining that day, for the work had been going on for the past month. The proper place for the work to be carried on was Ship Street Wharf, but a new wharf was being built there, and it would be there weeks before the boats would be able to lie there. With regard to the Lower Tram Station, the President said his only surprise was that the papers and those connected with them took so long in finding it out.

Mr. Hooper: A long-suffering public, sir (laughter).
 The President: Quite likely.
 The Board then rose.

DIOCESAN BOYS' SCHOOL.

Prize-Giving.

An interesting ceremony took place at the close of the Diocesan Boys' school yesterday afternoon, when certificates for proficiency in Pitman's shorthand were presented. There are the outcome of an examination in the system held, in April last, under an examining committee approved by the Phonetic Institute. The successes this year were particularly satisfactory, as five candidates obtained first class or second certificates.

The Rev. F. T. Johnson, after a few remarks, presented the certificates as follows:—
 1st class or speed: William Hall, Peter Abesser, Mok Hing Cheong, J. Anderson, T. Rowan.
 2nd class or theory: J. Hall, C. Breitenfeldt, Mok Cheuk Sung, M. Rungjahn.

3rd class or elementary: John Yew, Alex. Ahwee, Geo. Ahwee, Peter Wong, Cheung Sik, Lok Sing Tai, Loung Kwai Lum, Kong Ho Cheung, Pak Shu Tong, Pak Shu Huen, G. Owens, A. Alaraki, Mok Hing, John Brockett, Geo. Mettcock, William Gittins, Arthur Gifford, Wong Pak Tong, Frank Whitfield.

THE STEWARD TRAGEDY.

The "Straits Times" says that Mr. Proudlock has received a cable in reply to the cable to His Majesty the King, intimating that the exercise of the prerogative of mercy is a matter in the discretion of the local Government, with which His Majesty does not desire to interfere.

A cable has also been received in reply to the cable to Her Majesty the Queen, intimating that Her Majesty is unable to interfere. His Highness the Sultan of Selangor informs Mr. Proudlock that as an appeal has been entered against the verdict, till the result of the appeal is declared or the appeal proceedings are abandoned, the petition for pardon will not be considered.

Mr. Proudlock saw his wife recently when she appeared fairly well.

He says that it is as yet undecided whether the appeal will be proceeded with.

REUTER'S TELEGRAMS.

DOMINION DELEGATES.

VISIT TO DUBLIN.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 11.35 a.m.

The Imperial Conference delegates of the over-seas Dominions visited Dublin and were entertained to luncheon at the Vice-Regal Lodge.

The Lord Lieutenant said the inclusion of Ireland in the tour of the Delegates was the suggestion of one person only who should be nameless.

Mr. H. A. Oliver, Mayor of Kimberley, South Africa, said that from what they had seen Great Britain was not declining but was progressing.

At the dinner given in honour of the delegates at University College, Mr. Christian Botha, replying to the toast of the "Over-sea Visitors," said the British Empire had kept absolute faith with the people of South Africa and given them a position among the free nations of the Empire.

Hon. J. T. Molteno, President of the South African House of Assembly, in toasting Ireland, said that South Africans were happy and prosperous because of their free institutions. They wished prosperity to come to Ireland.

HEAT WAVE IN AMERICA.

MANY DEATHS.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 6.45 p.m.

A heat wave has passed over the United States and Canada, with the temperature varying from 102 to 117 degrees in the shade.

There have been many deaths. Thirty persons succumbed at Pittsburg alone.

Thousands of people have been prostrated by the heat.

FOREST FIRES.

IN CANADIAN GOLD-FIELD.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 6.45 p.m.

Owing to the outbreak of forest fires in Ontario, Canada, some destruction has been caused on the Porcupine gold-fields.

The Provincial Minister of Mines, who was inspecting the new railway, narrowly escaped with his life, in a canoe.

BOY SCOUTS AT WINDSOR.

INSPECTED BY THE KING.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 6.45 p.m.

His Majesty the King received forty thousand Boy Scouts at Windsor Castle.

The gathering was a notable one.

Amongst those present were Lieut.-General Sir R. Baden-Powell, Lord Charles Beresford, and Lieut.-General Sir Herbert Plumer.

REUTER'S TELEGRAMS.

AFFAIRS IN MOROCCO.

GERMAN INTERESTS.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 8.40 p.m.

A Paris despatch says that a telegram has been received from Tangier announcing that the Agadir region (where a German force landed a few days ago) is absolutely quiet.

It is estimated that the German interests in the country amount to three thousand pounds sterling.

FLOODS IN BULGARIA.

RESERVOIRS DAMAGED.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 8.40 p.m.

There has been a deluge of rain for fifty-six hours in South Bulgaria, causing devastating floods.

Wholesale destruction of crops and of villages is reported.

The damage done is estimated at four million pounds sterling.

At Philippopolis the reservoirs have been damaged and a water famine is imminent.

Many of the inhabitants are fleeing to the mountains.

SHOOTING OF LIONS.

IN EAST AFRICA.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 10.35 p.m.

In the House of Commons, Mr. David Davies, member for Montgomeryshire, asked the Secretary of State for the Colonies whether the Government was prepared to modify the restrictions against the shooting of lions in British East Africa, in view of the damage which the beasts had done to the settlers.

Right Hon. L. Harcourt replied that there was a considerable difference of opinion thereon. The Colonial Office was communicating with the Governor in the matter.

GOLF IN FRANCE.

MASSY WINS CHAMPIONSHIP.

[SERVICE TO THE "TELEGRAPH."]

London, July 4, 10.35 p.m.

The French Open Golf Championship at La Boulie has been won by A. Massy, who defeated H. Vardon and all the British cracks.

[Massy was recently defeated in the final for the Open Championship of the United Kingdom by Vardon. He held the Championship in 1907.]

HOME CRICKET.

KENT v. INDIAN XI.

London, July 4, 10.35 p.m.

Kent defeated the Indian Eleven by nine wickets.

COUNTY CRICKET.

London, July 4, 10.35 p.m.

In the County match, North Hants won by 107 runs.

Lancashire won by an innings and 455 runs.

Yorkshire won by nine wickets.

THE AUSTRALIAN TEAM.

London, July 4, 10.35 p.m.

Foster, Hobbs and Strudwick have accepted places in the English Eleven which is to go to Australia shortly.

REUTER'S
TELEGRAMS.

HOME POLITICS.

THE VETO BILL.

(SERVICE TO THE "TELEGRAPH.")

London, June 5, 12.10 a.m.

In the House of Lords, on introducing his amendment to the Veto Bill, in the committee stage, Lord Lansdowne said that under Clause II as it stood neither the Crown, the Church, nor our political liberties were safe.

Lord Morley in reply said he could not imagine the House of Commons passing a Bill impairing the prerogative of the Crown or endangering the Protestant succession.

[Lord Lansdowne's amendment provides for the submission to the electors of any measures affecting the existence of the Crown and the Protestant succession, the establishing of national parliaments, or measures not approved by a joint committee of the Lords and Commons.]

Lord Cromer has also given notice of an amendment providing for the appointment of a joint committee of seven members from the House of Lords and seven from the House of Commons, to be presided over by the Speaker.

Lord Londonderry has given notice of a motion that the question of Home Rule shall be excluded from the operation of the Veto Bill.]

A POST FOR KITCHENER.

TO SUCCEED ELDON GORST.

(SERVICE TO THE "TELEGRAPH.")

London, July 5, 1 a.m.

The "Daily Telegraph" reports that the Government has decided to recommend the appointment of Field Marshal Lord Kitchener as successor to Sir Eldon Gorst as British Agent in Egypt.

It is understood that the powers of the office will be increased, especially to include the Sudan.

[In a telegram published yesterday it was stated that Sir Eldon Gorst was seriously ill.]

NO OFFICIAL CON-
FIRMATION.

(SERVICE TO THE "TELEGRAPH.")

London, July 5, 7.15 a.m.

An authoritative paragraph has been published, in which it is officially declared that the Government is not prepared to make any statement respecting the "Daily Telegraph's" report on Lord Kitchener's appointment.

The journal adds that there is reason to believe that the Egyptian appointment would be far from incongruous to Lord Kitchener and that any attempt to discredit the report should be repelled with caution.

REUTER'S
TELEGRAMS.

THE "SHIRE" LINE.

ACQUIRED BY R.M.S.P. CO.

(SERVICE TO THE "TELEGRAPH.")

London, July 5, 1.15 a.m.

The Royal Mail Steam Packet Company have acquired control of the "Shire" Line of steamers.

It is stated that the "Shire" steamers will be diverted to other trade routes. The "Glen" fleet will carry on the trade with the Far East, in which both have been hitherto engaged.

PRESIDENT OF FRANCE.

VISITS HOLLAND.

(SERVICE TO THE "TELEGRAPH.")

London, July 5, 1.15 a.m.

President Faillieres and M. Deselves, the Foreign Minister, have gone on an official visit to Holland.

Their departure is regarded as an evidence of French composure.

BRITAIN'S ATTITUDE.

London, July 5, 1.15 a.m.

In reply to a question put by Mr. A. J. Balfour in the House of Commons, Mr. H. H. Asquith, the Prime Minister, stated that the situation in Morocco was seriously engaging the attention of the Government.

Diplomatic communications, the Premier added, were proceeding.

GERMAN CRUISER FOR
AGADIR.

London, July 5, 1.15 a.m.

The German gunboat Panther, which was diverted to Agadir, in Morocco, while on her homeward voyage from Damaraland, is to be relieved by the German cruiser Berlin.

BALKAN SITUATION.

CONFERENCE OF POWERS.

(SERVICE TO THE "TELEGRAPH.")

London, July 5, 7.15 a.m.

The "Neue Freie Presse" (Vienna) publishes a statement that as a result of their recent conference, Austria, Italy and Russia have arrived at a complete agreement with regard to the Balkan situation.

The new agreement will be most valuable in preserving the peace of Europe.

AFFAIRS IN MALTA.

QUERY IN PARLIAMENT.

(SERVICE TO THE "TELEGRAPH.")

London, July 5, 7.15 a.m.

In the House of Commons the Secretary of State for the Colonies (Mr. L. Harcourt) stated in reply to Mr. J. Pointer (Labour member for Attoreliffe) that he could not hold out expectations of any further constitutional changes in Malta in the near future.

Garrison Orders.

Royal Garrison Artillery, Lieutenant Clarence R. S. Bromley to be Captain, from date 25th May. The King has approved of the promotions of Service, Indian Civil Veterinary Department, and Indian Subordinate Medical Department:—

Indian Army—Second Lieutenant George Ferdinand Hay Faithfull, 126th Baluchistan Infantry, to be Lieutenant from date 20th May.

Movement:—Lieut. T. C. Cunningham, 20 rank and file, 88th Coy. R.G.A., from Victoria Barracks to Mount Davis on 3rd inst. (armament work).

SUPREME COURT.

An Interesting Case

Announcement was made in the Supreme Court this morning before Mr. Justice Gompertz in respect to a balance of salary, money lent and advanced, furniture supplied, money paid on behalf and for the use of defendants and price of shoes supplied.

The plaintiffs were Ng Shau Chi and another and they sued the China Inland Trading Company for the recovery of \$273.70.

Mr. Lewis appeared for the plaintiffs and Mr. Roder Harris for the defendants.

Mr. Lewis said that plaintiffs acted as compradores to defendants. The items with regard to the shoes was the only business defendants had done while the plaintiffs were with them. It was really a one man business. Defendants had made a counterclaim.

Mr. Lewis continuing said that when his clients became compradores to defendants' firm they took over from the old comprador his furniture for which they paid a sum of 238 dollars and 80 cents.

"When some salary became due," said Mr. Lewis, "we pressed for payment, but defendant stated he could not pay then, as he had no money. He was anxious to get another comprador who would furnish cash as well as property security."

Mr. Justice Gompertz: Who would finance the firm?

Mr. Lewis: Who would finance the firm. The sole idea of defendants was to get some money somehow. The point about which there is some dispute is the item for which we give credit. I think that is the only item where my friend has any possible hope of establishing any case whatsoever.

Mr. Harris: Thank you.

Mr. Lewis proceeding said defendant had a case of shoes, about 360, which he tried to sell and in fact he had struck a price with a purchaser. When the purchaser came to take delivery he found—

Mr. Justice Gompertz: They were all rights and lefts.

Mr. Lewis: A great many, my Lord. Defendant did in fact try to effect a sale but the purchaser would not take delivery. The shoes were eventually taken by us at 90 cents per pair. We found a purchaser for them, and in the presence of defendant the comprador sold them for 90 cents.

Mr. Lewis called evidence in corroboration of his statement.

Resuming after this Mr. Roder Harris addressed the Puisse Judge, and in pointing out that the part dealing with the shoes was his strongest point, said his counter-claim was for damages for alleged breach of agreement by the compradores interested in the action. An argument ensued, which was ended by the interruption of the Judge.

The Puisse Judge: I shall have to non-suit the plaintiff, with liberty to bring a fresh action for such amount as he may be advised. I will adjourn the hearing on the counter claim. You can issue a fresh writ.

Mr. Lewis: Do I understand, my Lord, that there is a non-suit on the whole thing, with leave to bring a fresh action in the name of the man named Kit? I would point out that the agreement has nothing whatever to do with it.

His Lordship: Well, you have made an agreement, and then you go back on it.

Mr. Lewis: According to the evidence everything has been done on verbal agreements.

His Lordship: It has been done by agreement of both parties and then an agreement in writing followed.

Mr. Lewis: Will your Lordship adjourn this case with leave to apply in Chambers?

His Lordship: With what object? What do you want to do in Chambers?

Mr. Lewis: To have the writ amended, with such costs as your Lordship may think fit.

His Lordship: I shall have to give the plaintiff all the costs of this action. You may then bring a fresh action.

Mr. Harris: Our most important point is the shoes, my Lord.

His Lordship non-suited the plaintiffs, with leave to the second plaintiff to bring a fresh action. With regard to the counter claim, his Lordship gave no decision.

His Lordship said he thought it was a case which could well be settled.

JUDGE THAYER
HONOURED.

On June 20 Judge Rufus Hildreth Thayer, of the United States Court for China, who is now in the United States on leave, was honoured with the L. L. D. degree by his alma mater the University of Michigan. Ever since the days of the great Cooley of Interstate Commerce fame and of Floyd McElhem, perhaps the best known text-book writer in the States, this institution has enjoyed peculiar prestige in Law and the honour bestowed on Judge Thayer is a handsome recognition of the success which has attended his work in China. By a happy coincidence June 29 was Judge Thayer's birthday. Thos. J. O'Brien, the American Ambassador at Tokyo, is also a graduate of "Michigan" and received the doctorate degree two years ago.

POLICE COURT.

Condensed Milk Prosecution.

This morning at the Police Court, Inspector Coysh proceeded against the Sincere Co. and the Wing On firm for having exposed, for sale, tins of condensed milk, the labels of which did not have printed on them the words required by Ordinance No. 20 of 1911, that the milk was not to be used to feed children under one year of age. Both firms were fined \$20 each.

The inspector said that he went to the shops in question and found thirty tins exposed for sale, the brand being the "Volunteer Brand." In the Wing On shop none of the tins had the label on, while in the shop of the other defendants a few tins bore the necessary label, but were behind tins of the same brand which had none. When the Inspector had bought the milk from each firm he was offered one of the required labels.

The defence given by both parties was that they had forgotten to put the labels on.

They were fined as stated above. This is the first case that has been dealt with under the new ordinance, which only recently came into force.

Withdrawn.

The case came on to-day, in which a Chinese clerk was charged with stealing 24 dozen mineral waters, on Monday last, the property of his employers, Messrs. Watson, valued at \$25.

A money changer was also charged with receiving the goods, well knowing them to be stolen. At the preliminary hearing of the case on Friday the two defendants were remanded till to-day bail being allowed to the first defendant in 100 dollars, and the second in 25 dollars.

To-day the case was withdrawn.

A Recalcitrant Coolie.

A rickshaw coolie was charged this morning at the instance of Inspector Coysh, with disorderly conduct.

It appears that the inspector engaged the defendant to take him to the Crown solicitors and on arrival there told him to wait outside. The coolie immediately grabbed him by the arm and held on. The man was fined \$4.

Keeping an Opium Den.

As a result of a raid fifteen Chinese were brought up on a charge of being concerned in the keeping of an opium den. The proprietor of the place was fined 100 dollars and the others \$2 each.

Alleged Armed Robbery.

The police made a very speedy capture in the case of an alleged armed robbery at 119 Kramer Street, Tai Kok Tsui, and this afternoon four men were brought up at the Magistracy on a charge of having robbed Lung Tsat and with having used personal violence towards her. The men were Wong Lam, who pleaded not guilty, and Yi Lai Pui and Chan Yu Fui who pleaded guilty. The prisoners were remanded.

In the report which she made to the police it will be remembered that the woman, Lung Tsat, said that some men came into her shop, bound herself and her two foks, and after locking them in the back room, ransacked the shop, getting away with 133 dollars worth of goods.

FIREMEN RESCUE
INCUBATOR BABIES.

New York, N. Y., May 27.—Coney Islands' best-known pleasure resort, Dreamland, was destroyed by fire to-day and the great conflagration was marked by scenes that have seldom been equalled.

Six tiny babies, part of the "incubator baby show" that has attracted thousands of visitors, were the subject of a daring and sensational rescue on the part of firemen and attendants, who succeeded in getting the tiny babes out of danger in the nick of time.

Sixty animals were burned to death during the fire, among them a number of rare animals that can not be replaced, it is said. The big zoo connected with the resort was directly in the path of the flames, but by great good luck a number of the inhabitants of the menagerie were saved.

During the excitement a lion broke from its cage and dashed into the crowd, causing a riot. Policemen gave chase and, drawing their revolvers, riddled the frightened animal with bullets until it dropped dead.

The burned area covers eight blocks, and two hundred buildings were destroyed. The loss is estimated at between two and three million dollars.

THE "FOURTH."

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, July 4.

To-day being the "Glorious Fourth" there was a display of bunting on board the Chinese cruisers and gunboats in Canton waters, besides the firing of the usual salute. H. E. the Viceroy sent a special representative to the American Consulate at Shumeng to tender his congratulations.

Owing to the uneasiness in the minds of the people in Canton, the Police Department took the precaution of asking the Canton press to inform the people not to take the firing of the salute in honour of the Fourth of July for an outbreak.

THE CANTON-KOWLOON
RAILWAY.

Police Protect Chinese Section.

(THE "TELEGRAPH" CORRESPONDENT.)

Canton, July 4.

The Chinese section of the Canton-Kowloon Railway is in course of construction, and the line will soon be linked up with the British Section. H. E. the Canton Viceroy has instructed Tao-tai Chen to organize a force of police for the protection of the railway.

The official in question has now sent in a list of regulations and their enforcement has been approved. The Viceroy has instructed the Tao-tai to organize a force of 500 policemen whose duty is to search the passengers for contraband.

The harbour works at Lienshan are making steady progress. Twenty thousand labourers are at work and the projecting bank has been finished to a length of some two miles.

To-day's
Advertisements.FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"JAPAN."

Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 8th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Secretaries.

Hongkong, 5th July, 1911. [1244]

FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"CATHERINE APCAR."

Captain L. C. Townsend, will be despatched for the above ports on TUESDAY, the 11th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 5th July, 1911. [1245]

YOU

CAN ALWAYS GET THE BEST QUALITY

LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS, HARES

FROM

THE DAIRY FARM CO., LIMITED.

BUTCHER'S DEPARTMENT.

PRICE LIST ON APPLICATION.

To-day's
AdvertisementsTHE
Hippodrome Circus
and Menagerie.

Location:—CAUSEWAY BAY.
Under a Specially Constructed
MAT SHED.

GRAND OPENING NIGHT!
TO-NIGHT, July 5, 1911.

Doors Open at 8 p.m. Overture 9.15.
25 First-Class Artists 25
Including the latest and most expensive
ANIMAL ACT
over brought to the East.

THE LIONS!!! THE LIONS!!!
Introduced by G. URBAN,
Prime of Animal Trainers.NEARLY EVERY ARTIST NEW
TO HONGKONG.

Full Box ... \$15 Second Seat ... \$1.00
Single Seat ... \$1.00
In Box ... 3 (100) ... 50
First Class ... 2 (100) ... 30

Soldiers and Sailors in uniform:
Stalls ... 30 cts. Second Seats 50 cts.

MATINEES:
Every Saturday, at 4.30 p.m.

When Children under 12 years of age
will be admitted Half Price to all Parts.
Booking Office for Seats:
ROBINSON PIANO CO.
Watch Hand-Bills for Further
Announcements. [1236]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG
AND SINGAPORE.

THE Steamship

"CATHERINE APCAR."

having arrived from the above ports,
consignees of cargo are hereby informed
that their goods will be delivered from
alongside.

Cargo impeding the discharge will be
landed at consignee's risk and expense
into the hazardous and/or extra hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by
DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 5th July, 1911. [1242]

"SHIRE" LINE OF
STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"DENDIGHSHIRE."

Captain Cochrane, will be despatched
as above about 8th inst.

For Freight or Passage, apply to
JARDINE, MATHEWSON & Co., Ltd.,
Agents.

Hongkong, 5th July, 1911. [1200]

QUEEN ANNE

was reigning over England 200 years ago when Martell's

• • • Brandy was first put on the Market.

Martell's • • • Brandy is the most popular Brandy

on the Market now, and is used by Hospitals and Clubs in

preference to other Brands.

SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Contractors to the Naval, Military and Civil Hospitals.

Hongkong, 28th June, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.
The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.)
Connecting with Royal Mail Atlantic Steamers.

From Hongkong To Quebec.
"Empress of Japan" Sails, July 22, "ALLAN LINE" Fri., Aug. 18.
"Empress of China" Sails, Aug. 12, "Empress of Britain" Fri., Sept. 8.
"Empress of India" Sails, Sept. 2, "ALLAN LINE" Fri., Sept. 28.
"Monteagle" Sails, Sept. 12, "ALLAN LINE" Fri., Oct. 10.
"Empress of Japan" Sails, Sept. 28, "Empress of Ireland" Fri., Oct. 20.
"Empress of China" Sails, Oct. 14, "ALLAN LINE" Fri., Nov. 10.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,600 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.
Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.
SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.
R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.
Via Canadian Atlantic Port £43
Via New York £46.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. CRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
SHANGHAI & SWATOW, HANGSANG Thursday, 6th July, Noon.
MANILA, YUENSANG Saturday, 8th July, 2 p.m.
TIENSIN via TIENTSIN, CHIPSHING Sunday, 9th July, Daylight.
SANDAKAN Friday, 14th July, Noon.
SHANGHAI, KOBE, & KITSANG Friday, 14th July, Noon.
MOJI Friday, 14th July, Noon.
SINGAPORE, PENANG Saturday, 15th July, Noon.
& CALCUTTA Saturday, 15th July, Noon.
MANILA Saturday, 15th July, 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Katsang," "Namsang," and "Fooksang," leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifu, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton & Labuan.
For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215.
Hongkong, 5th July, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, SEATTLE and PORTLAND (Or.) via
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"ORTERIO"	—	Jas. Findley ..	July 27th.
"SUVERIO"	—	F. Cowley	August 22nd.
"KUMERIO"	—	G. McGill	September 26th.

Not calling at Shanghai.
To be followed by other steamers of the Company at regular intervals.
The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation for steerage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.
For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780,
Hongkong, 4th July, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap	JAVA	1st half July	SHANGHAI	1st half July
Tjibodas	JAPAN	1st half July	JAVA	1st half July
Tjitaroom	JAPAN	2nd half July	SHANGHAI	2nd half July
Tjilwoeng	JAVA	2nd half July	JAVA	2nd half July
Tjimahi	JAPAN	2nd half July	SHANGHAI	2nd half July
Tjipanas	JAPAN	2nd half July	JAVA	2nd half July
Tjikini	JAPAN	1st half Aug.	SHANGHAI	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375
York Buildings.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, CO- LOMBO AND PORT SAID...	HITACHI MARU, Capt. T. Yamawaki, Tons 7,000 MIYASAKI MARU, Capt. T. Murai, T. 3,000	SUNDAY, 9th July, at Daylight. WEDNESDAY, 19th July, at Daylight.

VICTORIA, B.C., & SEATTLE ...	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 15th July, from KOBE
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VICTORIA, B.C., & SEATTLE via Kobe, SHANG- HAI, MOJI, KORE, YOKOHAMA, SHI- MOE & YOKOHAMA	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 18th July, at 4 p.m. TUESDAY, 15th Aug., at 4 p.m.
--	--	--

SYDNEY & MEL- BOURNE, via MANILA, THUR- SDAY ISLAND, TOWNSVILLE and BRISBANE...	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winokler, Tons 7,000	FRIDAY, 7th July, at Noon. FRIDAY, 4th Aug., at Noon.
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BOMBAY via SINGAPORE & COLOMBO...	HOMBAY MARU, Capt. J. Toranaka, Tons 5,000	TUESDAY, 11th July.
---	---	------------------------

† Fitted with new system of wireless telegraphy. † Cargo only.

* Carries deck passengers. † Calling at Djibouti.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	Kobe	MOJI	NAGASAKI
1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIG.
MANILA, CEBU & ILOILO	"TEAN"	6th July, 4 p.m.
SHANGHAI	"ANJUT"	7th " 4 p.m.
HAIPHONG	"SINGAN"	8th " Noon.
TIENSIN	"HUICHOW"	8th " 4 p.m.
SHANGHAI	"CHENAN"	8th " M'night
MANILA, CEBU & ILOILO	"KAIFONG"	11th " 4 p.m.
SHANGHAI	"LINAN"	18th " 4 p.m.
SHANGHAI	"CHINHUA"	15th " M'night.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE.—Twin Screw Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra staterooms on deck, aft. saloon accommodation of s.s. "Kaifong" is situated on deck, aft.
SHANGHAI LINE.—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 86,
Hongkong, 5th July, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

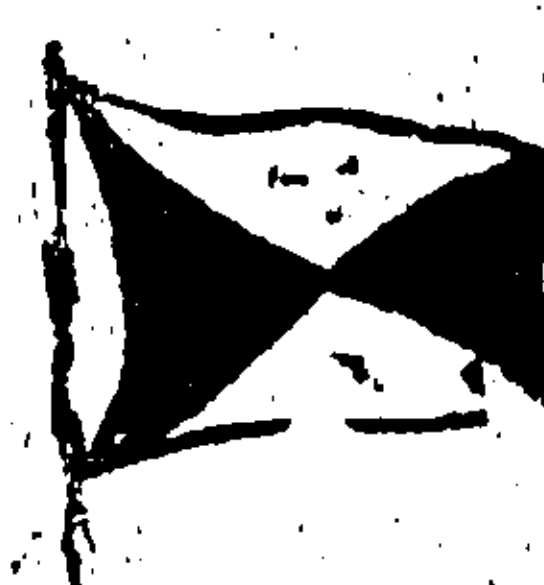
Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
S.S. Silas 10th July	" Slavonia" 6th July
" Anshin" 28th July	For Rotterdam, Hamburg & Antwerp:
" Alois" 28th July	S.S. " Brasilia" 10th July
" Preussische" 28th Aug.	For Marseilles, Havre & Hamburg:
" Sueria" 6th Sept.	S.S. " Silvia" 21st July
" Fachsen" 23rd Sept.	For Havre, Bremen & Hamburg:
" Bayern" 6th Oct.	S.S. " Spozia" 8th Aug.
	For Rotterdam & Hamburg:
	S.S. " Brigatin" 7th Aug.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 4th July, 1911.

HONGKONG—
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	4000	S. Crosby ..	MANILA, CEBU & ILOILO	MONDAY, 10th July, 4 p.m.
ZAFIRO	4000	M. C. Smith.	MANILA, CEBU & ILOILO	THURSDAY, 20th July, 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 1st July, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.
Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving

For Freight and Passage, apply to
A. R. MARTY,
24, Des Voeux Road.

Telephone 118.

Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia.
EASTERN	20th June	Saturday, July 8.
EMPIRE	3rd July	" July 22.
ST. ALBANS	28th July	" Aug. 19.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stenographers are carried.
For further particulars, apply to

Gibb, Livingston & Co.,
Agents.

TOYO KISEN KAISHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE
Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
America Maru	11,000	A. G. Stevens ..	July 21, Noon.
Tenyo Maru	11,000	E. Bent	July 28, Noon.
Nippon Maru	11,000	H. S. Smith	Aug. 18, Noon.

† Triple Sorews, turbine engines. * Twin Sorews.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 21st July, at Noon.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANAGUA.)
Only Regular Direct Service to Mexican Peruvian and Chilean Ports.
PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, Noon
Buyo Maru	10,600	K. Iwashimoto ..	Saturday, Oct. 14, Noon

The Steamer "KIYO MARU" will be despatched for MEXICAN, PERUVIAN and CHILEAN PORTS via JAPAN PORTS and HONOLULU, on TUESDAY, 15th August, at Noon.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier)

COMMERCIAL.

Yokohama Stock Market.

Messrs. Stanton, Schoone and Flood's report dated Yokohama, June 23, states:—

Foreign Managed Stocks:—
Business is still quiet. Nickels have been done at Y.20.50 but no more shares are offering at this price quotations are nominally Y.28.00. A small lot of the Japan American Phonographs changed hands at an advanced price of Y.175.00 each. Ice Works shares are obtainable at Y.50.50. Offers are solicited for Thwaites shares as also for some Oriental Hotel preference shares which are for sale. Union Estate Debentures changed hands at Y.101.25; a few more are wanted at same price.

Japanese Stocks:—

Bonds:—The Bond market shows very little change as enquiries have slackened. Imperial "Tsu Go" Bonds are enquired for but very few are offering. Yokohama Water Works are wanted.

Shares:—Business is quiet but as the dividends of the various concerns are now being declared enquiries have helped to put up prices little. Yokohama Electric Lights which were selling a few days ago at Y.80.00 ex dividend are now quoted at Y.86.00. Owing to the meeting of the shareholders of the Tokyo Stock Exchange taking place today these shares have advanced some 2.1-2 points this morning although business on the exchange is far from satisfactory. The number of shares standing for delivery this month is said to be 90,840, for July 124,720 and for August delivery 100,940 shares. The Dai Nippon Kyodo Unyu Co.'s accounts are just out and show a net profit for the half-year of Y.4,576.40.

London Weekly Tea Report.

Messrs. Wm. Jas and Hy. Thompson's Weekly Tea circular dated London, June 1, states:—

The total offerings of 54,740 pkgs. have passed with a steady tone for all descriptions except some of the plainer kinds of Indian tea, which have shown a little irregularity. China.—Arrivals: None. Market: At the sale on 31st ult. 1,566 pkgs. were offered. Since Jan. 1 10,233 pkgs. (Black and Green) have been catalogued, against 22,480 for the same period 1910. Privately: Since our last business has been of a very desultory kind, the trade preferring a hand-to-mouth policy pending the arrival of New Season's teas; and only small contracts have been made, principally among low priced black leaf teas between 5.1-2d. to 6d. per lb. Java: the sale on 1st inst. comprised 2,518 pkgs, compared with 2,686 pkgs, last year. Since Jan. 1, 57,211 pkgs. have been advertised, against 54,717 pkgs. during the same period 1910. A steady tone was apparent for all grades with strong competition at fully previous values. The best average obtained was:—Goalpara, 9.3-4d. For the whole sale on estate account the result was 8.3-8d. per lb., against 7.5-8d. per lb. a year ago.

Shanghai Coal:—
Messrs. Wheelock & Co.'s (Shanghai) report of the 29 ult. states:—

Japan.—As is only to be expected at this season of the year there is very little doing in this market and beyond a few small sales to native dealers there is no demand, and prices rule weak in consequence.

Cardiff:—No news to report.

Sydney Wollongong.—This market still continues to shrink and the last Australian boat, the s.s. Eastern, brought only 370 tons up.

Manchurian Coal.—The output at the mines is gradually recovering and the export is being resumed.

LOG BOOK.

British Wrecks in May.

The number and not tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of May, 1911, and the number of lives lost, are as follows:—

Description.	Number.	Tonnage.	Lives.
Sailing.....	39	1,115	42
Steam.....	11	5,894	7

Total.....50 7,009 49

The above table is a record of "reports received" in the month, and not of wrecks which occurred during the month. Many of the reports received in May relate to casualties which occurred in previous months.

The figures include the losses of twenty-three sailing vessels of 795 tons and two steamers of 610 tons belonging to British possessions abroad.

Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

Merchantmen in War-time.

A question was recently asked in Parliament as to whether a British merchant ship had the right to carry guns or arms as a protection against capture or destruction in war time by a merchant vessel of the enemy provided with guns and for the purpose of commerce destruction. Mr. McKenna, for the Admiralty, replied that he did not know of any law to prevent her from carrying arms and using them in self-defence.

Harbour Works at Hakodate.

The British Acting Vice-Consul at Hakodate reports that the harbour works have already been commenced, and are to be completed in 1917. The principal breakwater, about 3,300 feet long, will stretch north and south from outside the west end of the present harbour, and will enclose a space for a safely protected anchorage of one square mile 95 acres in extent. The total cost will be £170,500. A great increase in the importance of Hakodate as a port for foreign trade may reasonably be expected as a result of the development of the island of Hokkaido and the growth of its population.

N. Y. K.'s Tientsin Service.

The Nippon Yusen Kaisha contemplates, according to the "Japan Gazette," placing on its Tientsin service the steamers "Hakui Maru" and "Kosai Maru," now on the Yokohama-Shanghai service. The gap in the latter service is to be filled by liners now running on the European route. The Osaka Shosen Kaisha will also enlarge its North China service in the near future.

Tientsin River Traffic Held Up.

While coming down Tientsin River on June 21 the Norwegian steamer "Protus" took the ground in the second cutting and in spite of every effort, to refloat her, remained fast until the following day. Traffic on the river was entirely suspended for twenty-four hours, among those held up being the Varg, Kingsing, and a Japanese steamer which were proceeding outwards.

The Steep Island Fog Syren.

The extreme vagaries of the transmission of sound waves in fog were further exemplified on June 23 in the case of Steep Island fog syren which had previously been found to be inaudible at a distance of more than three miles to the southward. On this date the s.s. Namsang, during a light fog, heard the syren at a distance of not less than seven miles to the southward. Experimental alterations are now being carried out with the syren and it is hoped that it will be found possible to maintain this increased radius of sound.

The Takasago Maru.

On May 31 the new steamer Takasago Maru, which has been built at Southwick, proceeded to sea for her official trial. The owners are the Mitsui Bussan Kaisha, of Japan. During a series of runs over the measured mile a speed of 12.12 knots was attained, which was considered most satisfactory.

LONDON'S NEW OPERA HOUSE.

"I have spent \$500,000 on my theatre, which will be called the London Opera House. By the time it is equipped it will have cost me more than twice that sum."

So said Mr. Oscar Hammerstein recently in London. He appeared to be in a modest mood. Perhaps work subdues him, he seems to be busy twenty hours out of twenty-four in carrying out his plans.

"I shall make the new opera house a success," Hammerstein continued shrilly. "I believe I am infallible. With opera, it is up to the impresario to use all his skill and industry to make his house attractive. When I opened the Manhattan Opera House in New York I lost about \$4,000 a night. It was awful. Gradually, however, my enterprise gained recognition."

"I am prepared to go through the same experience here. I am prepared to make the London Opera House the most artistic institution in the world. I think the old opera houses are obsolete. They were built to shout in; operas of intimate character fall flat in them."

"My house here has two tiers or balconies. On the first are 600 chairs, on the second 1,000 chairs. The floor is given up to stall chairs. There are forty-one boxes in the house, the whole tier of boxes being back of the stalls. There is a foyer where 1,000 people can promenade during the entr'actes."

"I will give the best of everything, but no frocks—no frocks in this house of mine," concluded Hammerstein emphatically.

ROOFING IN SOUTH AFRICA.

The principal roofing used in South Africa, states the Iron and Coal Trades Review, is corrugated iron, the great bulk of which is imported from the United Kingdom. For all ordinary buildings the corrugated iron is used, while for some of the better class of houses the French or Spanish types of clay tiles are in use. Up to this time metal tiles and shingles have scarcely been introduced, and their adoption by architects and builders could only be brought about by the manufacturers clearly setting forth their advantages, from the artistic as well as other points of view, over the corrugated sheets so commonly in use. A point in favour of the corrugated iron is its cheapness and the lower customs duty to which it is subject, the duty on this article being only 3 per cent. ad valorem, while on the metal shingles and tiles a duty of 15 per cent. is levied. On the other hand, the metal shingles and tiles are much more ornate, and it is possible a good trade might, with proper effort, be established.

Intimations.

WING KEE & CO.
47-49, Connaught Rd.

**SHIPHANDLERS,
PROVISION & COAL.**

Hongkong 28th Mar. 1911. [29]

A LING & CO.
FURNITURE AND PHOTO
SUPPLIES.

**DEVELOPING, PRINTING AND
ENLARGING.**
19, Queen's Road. [868]

Intimations.

**WM. POWELL,
LIMITED.**
GENTS' OUTFITTERS.

**THE "HUSSAR"
COLLAR**

\$5.00 per doz.

In all depths from 14 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND
DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

**WM. POWELL,
LIMITED.**
28, Queen's Road.
Hongkong, 15th June, 1911. [1043]

**PEAK TRAMWAYS CO.,
LIMITED.**

TIME TABLE.

WEEK DAYS.	8.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.30 a.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	15 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.30 a.m. every 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.45 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.10 p.m. " 10 min.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Cars at 11.45 p.m.

SPECIAL CARS.
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
JOHN D. HUMPHREYS & SON
General Managers,
Hongkong, 16th June, 1911.

**DRAGON CYCLE
DEPOT,
ELECTRICIANS.**

**Steam, Oil, Gas and Motor
Engineers
and
Rickshaw Builders.**

REPAIRS TO
Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482.
No. 63, Des Voeux Road Central
Managing Proprietor:
C. LAURITSEN.

**SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELDS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.**

TAIKOO DOCKYARD & ENGINEERING CO.
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK
78 ft. by 88 ft. by 34 ft. 6 in.
Pumps empty Dock in 2-4 hours.

THREE PATENT SLIPWAYS
taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.

**100-TON ELECTRIC CRANE ON QUAY—
ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHEDS RANGING UP TO 100 TONS.**
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE
HONGKONG, CINA & JAPAN.

Mails.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ASSAYE	3 p.m.	Freight and Passage.
LONDON, VIA	DELTA	6th July	See Special
USUAL PORTS OF	Capt. G. W. Cockman	8th July	Advertisement.
SHANGHAI, KOBE	NONE	About	Freight and
MOJI, YOKOHAMA	Capt. G. Phillips	12th July	Passage.
LONDON & ANT-	NONE	About	Freight and
WERP, S. PORT,	W. F. G. Fox	18th July	Passage.
PENANG, OMB,	Socorro	About	Freight only.
PORT SAID AND	Capt. F. L. Andrews, R.N.	27th July	
MARSEILLES			

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 3rd July, 1911.

NORDDEUTSCHER LLOYD.
BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA	"YORCK".....17,000	WEDNESDAY, 12th July, at Noon
ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	Capt. J. Randerhann	

SHANGHAI, NAGA-SAKI, KOBE and YOKOHAMA "LUTZOW".....17,300 {About WEDNESDAY, 12th July.

MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE "PAINE SIGISMUND".....6,000 {SATURDAY, 15th July, at 4 p.m.

KUDAT & SANDAKAN "BORNEO".....5,060 {Middle of July.
Capt. F. Sembill

All the steamers of the European Line are fitted with Wireless Telegraphy.
New System of Telefunken.

**NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG and CHINA.**
Hongkong, 20th June, 1911.

**IF YOU WANT
A REALLY GOOD AND WHOLESOME
TABLEWATER**

**ASK FOR
MATTONI'S GIESHUEBLER!**
Ask your Doctor about it.

**SOLE AGENTS:
BUME & REIF,
9, ICE HOUSE STREET.
Tel. No. 264.
Hongkong, 16th May, 1911.**

**SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELDS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.**

TAIKOO DOCKYARD & ENGINEERING CO.
Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

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78 ft. by 88 ft. by 34 ft. 6 in.
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ELECTRIC OVERHEAD CRANES THROUGHOUT
THE SHEDS RANGING UP TO 100 TONS.**
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:
BUTTERFIELD & SWIRE
HONGKONG, CINA & JAPAN.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.
FOR SWATOW, AMOY AND FOOCHEW AND RETURN.
(Occupying 9 to 10 days.)

THAMSHIPS. **CAITAIN.** **LEAVING.**
Haitan... Capt. J. S. Rosch... FRIDAY, 7th July, at 11 A.M.
Haitan... Capt. W. C. Passmore... TUESDAY, 11th July, at 11 A.M.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.
Steamers will arrive at, and depart from the Co.'s Wharf near Blako Pier.
For Freight and Passage, apply to
**Douglas, Lapraik & Co.,
General Managers.**

Consignees.

"ZEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENCLEUCH,"
FROM ANTWERP, MIDDLESBRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns, and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

**GIBB, LIVINGSTON & CO.,
Agents.**
Hongkong, 3rd July, 1911. [1241]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"SYRIA,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 7th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's surveyors, Messrs. Goddard and Douglas, at 9 a.m. on Mondays and Thursdays. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

**E. A. HEWETT,
Superintendent.**
Hongkong, 3rd July, 1911. [4]

To Sail.

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamer
"ASSAYE"

will leave for SHANGHAI on THURSDAY, the 6th July, at 3 p.m.

For Freight or Passage, apply to
**E. A. HEWETT,
Superintendent.**
Hongkong, 1st July, 1911.

**CHINESE ENGINEERING
and
MINING COMPANY, LD.**

CANTON-HONGKONG-TIENTSIN LINE.
With liberty to call at intermediate ports.

THE Steamship
"KWANGTUNG"

will be despatched for Tientsin about end of July.

For Freight, apply to
**CHINESE ENGINEERING
and MINING Co., Ltd.,
16, Alexandra Buildings,
or
CHANG FAT YUEN,
302, Des Voeux Road Central.**

Hongkong, 3rd July, 1911. [1230]

To Sail.

**Regular Steamship Service
to New York,
via PORTS and SUEZ CANAL**
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILING FROM HONGKONG.
FOR BOSTON AND NEW YORK.

S.S. "LOYAL"..... {Sailing on or about 7th July.

FOR NEW YORK:
S.S. "SUNUGA"..... {Sailing on or about 14th July.

For Freight and further information, apply to
**DODWELL & CO., LTD.,
Agents.**
Hongkong, 4th July, 1911. [1237]



**The Peninsular & Oriental
Steam Navigation
Company.**

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship
"DELTA"

Captain E. P. Martin, carrying His Majesty's mails, will be despatched from this for Bombay, &c., on SATURDAY, the 8th July, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Marmora," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Stk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 20th August, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
**E. A. HEWETT,
Superintendent.**
Hongkong, 24th June, 1911. [4]

Hongkong-New York.



AMERICAN-ASIATIC S.S. CO.
FOR NEW YORK VIA PORTS & SUEZ CANAL.
(With liberty to call at the Malabar Coast.)

S.S. "INVEROLYDE"..... {On or about 27th July, 1911.

For Freight and further information, apply to
**SHEWAN, TOMES & Co.,
General Agents.**
Hongkong, 3rd July, 1911. [1240]

E. C. WILKS, M.I. Mech. E., A.M.N.A.
Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDRA BUILDINGS, 2ND FLOOR.
Hongkong, 1st May, 1911. [1199]

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/2
Do. Demand	1/9 9/16
Do. 4 months sight	1/9 11/16
France—Bank T.T.	2.26 1/2
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1.83
India T.T.	134 1/2
Do. Demand	134 1/2
Shanghai—Bank T.T.	7 1/2
Singapore—Bank T.T.	100 7/8
Japan—Bank T.T.	38
Java—Bank T.T.	107 1/2

Buying.	
4 months sight L/C.	1/9 1/2
6 months sight L/C.	1/10 1/16
80 days sight San Francisco & N. York	44 1/2
4 months sight do.	46 1/2
80 days sight Sydney & Melbourne	1/10 1/16
4 months sight France	2.31
6 months sight do.	2.33
4 months sight Germany	1.87 1/2
Bar Silver	24 5/16
Bank of England rate	3 %
Sovereign	\$11.04

VESSELS IN PORT.

Steamers.	
Anghin, Ger. s.s., 1,005, Chr. Kumpel, 19th June—Bangkok 11th June, Rie—B. & S.	
Catherine Apear, Br. s.s., 1,730, L. C. Townend, 2nd July—Calcutta and Singapore 28th June, Gen.—D. S. & Co.	
Changshu, Br. s.s., 1,316, E. Finlayson, 2nd July—Australian Ports 31st May, Gen.—B. & S.	
Childer, Br. s.s., 1,102, H. Nielsen, 29th June—Bangkok 21st and Swatow 29th June, Gen. T. & Co.	
Choshun Maru, Jap. s.s., 1,303, T. Yamaguchi, 1st July—Ponohow 28th June, Gen.—O. S. K.	
Chow Tai, Ger. s.s., 1,115, W. Rohrer, 23rd June—Bangkok 21st June, Rie and Mead—B. & S.	
Fallo of Moness, Br. s.s., G. H. Pike, 13th June—from Philadelphia Kewline Oil—S. O. Co.	
Foo Shing, Br. s.s., 1,423, W. D. Welsh, 1st July—Guaymas (Mexico) 30th May, Ballast, J. M. & Co.	
Hercules, Nor. s.s., 2,439, R. Wilhelmsson, 1st July—Portland 28th June, Gen.—Order.	
Hudson Maru, Jap. s.s., 2,926, Tazawa, 24th June—Moji 22nd June, Coal—A. & Co.	
Japan, Br. s.s., 3,806, A. Stewart, 2nd July—Moji 27th June, Gen.—D. S. & Co.	
Marié, Ger. s.s., 1,169, Schlicker, 23rd June—Saigon 19th June, Rice—J. & Co.	
Mandarin Maru, Jap. s.s., 3,428, T. Ota, 1st July—Milke 26th June, Coal—M. B. K.	
Nan-shan, U.S. s.s., 4,700, W. P. Pileaux, 1st July—Manila P.L. 26th June, Coal and Mde—U. S. Navy.	
On Sang, Br. s.s., 1,747, Smith, 2nd July—Canton 1st July, Ballast—C. E. M. & Co.	
Pheum Penh, Br. s.s., 1,065, C. E. Page, 24th June—Saigon 23rd June and Gen—Wo Fat Sing.	
Quarta, Ger. s.s., 1,745, Danielson, 30th June—Amoy 26th June, Gen.—S. W. & Co.	
Rizal, Br. s.s., 2,744, J. Henning, 22nd June—Manila 18th June, Ballast—Order.	
Si Kiang, Br. s.s., 511, E. de Catalana, 3rd July—Haiphong 1st July, Gen.—M. M.	
Spir, Nor. s.s., 870, W. Horn, 1st July—Manila 26th June, Ballast—A. T. & Co.	
Tean, Br. s.s., 3,110, A. W. Outerbridge, 30th June—Manila 27th June, Gen.—B. & S.	
Tjilatjap, Dutch s.s., 2,470, A. W. L. Roy, 2nd June—Bangkok 20th and Kokeichang 24th June, Sugar—J. O. J. L.	
Wong Kai, Ger. s.s., 1,115, H. Ollmann, 30th June—Bangkok 20th and Kokeichang 24th June, Rice & Wood—B. & S.	

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The s.s. Mongolia, with the American Mail, is expected to arrive here on Friday, the 7th inst., at daylight.

The s.s. Delta, with the Siberian Mail, is due to arrive here on Friday, the 7th inst.

A Mail will close for—

Haiphong—Per Si-Kiang, 6th July, 8 A.M.

Satow, Amoy and Foochow—Per Choshun-maru, 6th July, 9 A.M.

Hoihow and Singapore—Per Choshun-maru, 6th July, 9 A.M.

Saigon—Per Pheumpenh, 6th July, 9 A.M.

Swatow—Per Childer, 6th July, 10 A.M.

Kobe and Yokohama—Per Iyo-maru, 6th July, 10 A.M.

Batavia, Cheribon, Samarang and Soembay—Per Tjilatjap, 6th July, 11 A.M.

Satow and Shanghai—Per Hanganang, 6th July, 11 A.M.

Shanghai, Moji and Kobe—Per Colombo-maru, 6th July, 11 A.M.

Macao—Per Sui Tai, 6th July, 11 A.M.

SHANGHAI, SIBERIAN Mail, to Europe—Per Asaya, 6th July, 2 P.M.

Manila, Cebu and Hilo—Per Tean, 6th July, 3 P.M.

Port Bayard—Per Saichong, 6th July, 4 P.M.

Swatow, Amoy and Foochow—Per Hatan, 7th July, 10 A.M.

Singapore—Per Lovat, 7th July, 10 A.M.

Manila, Cebu, Hilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Nikko-maru, 7th July, 11 A.M.

Macao—Per Sui Tai, 7th July, 11 A.M.

Manila, Cebu, Hilo, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Nikko-maru, 7th July, 11 A.M.

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SHIPPING NEWS.

MAILS DUE.

Pacific (Mongolia) 7th inst.
German (Luzow) 12th inst.

The s.s. Katona passed the Suco Canal on the 16th ult., and is due here on the 18th inst.

The s.s. Rubi left Manila on the 4th inst., at 10 p.m., and is due here on the 7th inst., at daylight.

The Canadian Pacific Railway Company's R.M.S. Empress of India arrived at Shanghai on the 4th inst., at 8.30 a.m., and left again at 4.00 p.m., same day for Nagasaki where she is due to arrive on the 6th inst., at 7 a.m.

The Canadian Pacific Railway Company's R.M.S. Monticello arrived at Moji on the 4th inst., at 7 a.m., and left again at 6 p.m., same day for Kobe where she is due to arrive to-day at 2 p.m.

The T. K. K. s.s. America Maru sailed from Yokohama on the 3rd inst., and is due here on the 11th inst.

The T. K. K. s.s. Tenyo Maru sailed from Honolulu for this port on the 27th ult., and is due here on 18th inst.

The T. K. K. s.s. Nippon Maru arrived at San Francisco on the 29th ult., sailing for this port on the 12th inst.

The T. K. K. s.s. Chiyo Maru sailed from this port on the 30th ult., for San Francisco.

The T. K. K. s.s. Kiyo Maru sailed from Honolulu for this port on the 28th ult., and is due here on the 1st August.

The T. K. K. s.s. Bayo Maru arrived at Valparaiso on the 2nd inst.

The T. K. K. s.s. Hongkong Maru sailed Yokohama for South America on the 3rd inst.

The P. & O. str. Siella arrived at London on the 2nd inst., at p.m.

The s.s. Kamsang left Calcutta for the Straits and this port on the 30th ult., and is due here on the 16th inst.

ARRIVALS.

Kwangshu, Chi. s.s., 1,536, O. Stewart, 14th July—Shanghai 1st July, Gen.—C. M. S. N. Co.

Chicago Maru, Jap. s.s., 3,832, J. Goto, 5th June—Manila 1st July, Gen.—O. S. K.

Colombo Maru, Jap. s.s., 2,920, John Sutor, 5th July—Singapore 28th June, Gen.—N. Y. K.

Empire, Br. s.s., 2,813, St. John George, 5th July—Australia and Vanila 2nd July, Gen.—G. L. & Co.

Iyo Maru, Jap. s.s., 3,918, R. Takeda, 5th July—Shanghai 29th June, Gen.—N. Y. K.

Nikko Maru, Jap. s.s., 3,439, Yagi, 5th July—Yokohama and Ports 24th June, Gen.—N. Y. K.

Yuen-sang, Br. s.s., 1,128, P. H. Rolfe, 5th July—Manila 3rd July, Gen.—J. M. & Co.

Haiyang, Br. s.s., 1,362, A. E. Hodgkins, 5th July—Kielung 3rd July, Coal—D. L. & Co.

Lovat, Br. s.s., 3,376, R. Gloag, 6th July—Kielung 2nd July, Gen.—D. & Co.

Anhui, Br. s.s., 1,350, J. B. Harris, 5th July—Canton 4th July, Gen.—B. & S.

Tungshing, Br. s.s., 1,173, L. Hassey, 6th July—Canton 4th July, Ballast—J. M. & Co.

DEPARTED.

July 5.

Armand Benio, for Shanghai.

Ernest Simons, for Europe.

Stentor, for Saigon.

Kumano-maru, for Yokohama.

Bendeleuch, for Nagasaki.

Glenfalloch, for Amoy.

Hsienhang, for Shanghai.

PASSENGERS ARRIVED.

Per Nikko Maru, arrived on 5th July, from Yokohama, &c.—

Boudry, Mr. & Mrs. Gomer, A.

Brown, H. L. Hurra

Cramo, A. Madhivan, C.

Donning, H. G. Okubata, Miss P.

Diggins, Mr. & Mrs. Run, W. W.

En, L. M. Souza, Mrs. J. de

Fon, L. M. Yagi, I.

Per Empire, arrived on 5th July, from Sydney, &c.—

Bailey, W. S. Murray, Mr. and

Luck, Miss Mrs. J. W.

Per Iyo Maru, arrived on 5th July, from Singapore, &c.—

Low Peng Suay, Paradise, H. G.

Mr. and Mrs. Ramay, W. G.

Choo Sam Verheest, M.

Hotels.

HONGKONG HOTEL.

First Class and Up-to-date.

Hongkong, 20th April, 1911.

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MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT.

857] F. REICHMANN, Proprietor.

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QUEEN'S ROAD, HONGKONG.

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N. BLUMENTHAL, Manager

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SESSIONS 10 A.M. to 12 Noon.

2 P.M. to 4 P.M.

Admission 25 cents.

5 P.M. to 8 P.M.

9 P.M. to 11 P.M.

Admission 50 cents.

String Band will play at the above Hotel every Sunday commencing from 4 p.m. to 10 p.m.

W. GALLAGHER, Manager.

Hongkong, 18th April, 1911.

HOTEL CRAIGIEBURN.

PLUNKET'S GAP

The Peak,

near the Train Terminus.

T. L. 65.

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MANAGER.

HOTEL VISITORS.

HONGKONG HOTEL.

Apear, Mrs. E. M. Hewett, Hon. Mr.

A. and Mrs. E. A.

Blanch, N. F. Innes, Capt. R. M.

Camara, Mrs. M. Joseph, R. M.

J. da Kemp, W. Low.

Jampbell, Mr. and Mrs.

Mr. C. S. Marriott, Dr. O.

Chilvers, P. T. Mellang, A.

Clarke, D. E. Mitchellmore, E. V.

Davidson, N. K. Moulder, Mr. and